Court Investigators Report Essex, N. J., Violations "Savoring of Fraud Plot."

NINE COUNTS SUSTAINED

Republican Leader Woolston Accused of Making \$31,263 Profit on Land Deal.

se of the present and past members of the Essex county, N. J., Board of Freeholders and other county officials are charged with "habitual and wilful violation of the law savoring of conspirscy to cheat and defraud the citizens of the county," in a eroport presented yesterday to Chief Justice Gummers in Newark by J. Henry Bacheller and Jacob L. Newman, the Supreme Court commis-sioners appointed to investigate the ad-

ninistration of the county finances.

The inquiry was instituted by twentyight taxpayers, members of the Federaof Improvement Associations. Each of the nine charges of corrupt and ex-travagant expenditures raised against s Freeholders was sustained. Other ansactions declared to be violation of e law were uncovered by the investigation. The report of the commission

Woolsten Gets \$31,263 Profit.

The sale of land to the county by John B. Woolston, Republican county chair-man, in which the report says that the sounty was "mulcted" of \$31,263, was one of the transactions unearthed by the Woolston purchased land nea options when he learned that the county ranted to take title to it. The report

Woolston and his associates to receive \$21,263 profit on this transaction because of their influence, knowledge, friendship and political association with the board " report also places the responsi-for the freezeup at the County spital for the Insane at Overbrook luring the winter of 1917-18, when here were about 100 deaths and extreme ring by the other inmates because of the lack of heat due to the breaking wn of the heating system. The Free-olders were tried on charges of crimi-

ce indicates, was brought about in order to assist a contractor who was Freeholders on the fifth and sixth financially irresponsible and who had charges. The seventh charge is about some power or influence with the Board of Chosen Freeholders and for whom

"The continuous violation of this statutory requirement has cost the county," reads the report, "untold sums of money, the extent of which it is almost impossible to ascertain, and it is the most potent factor in producing many of the evils in county government which the record discloses prevail.

May Be Indictable Offence.

"This habitual and wilful violation the statute savored of a conspiracy to cheat and defraud the citizens of the cheat and defraud the citizens of the county. Such a concerted plan to violate the statute is or ought to be a penal offence, and incidentally the fact that the statute itself does not provide a penalty by its terms for such habitual violation does not seem, in our judgment, to alter the situation, for if the course of conduct engaged in by the freeholders affects injuriously the rights of so many it might be a conspracy at common law and therefore an indictable offence."

The commissioners said that in their judgment the charge concerning viola-

judgment the charge concerning viola-tion of the competitive bidding law is most serious and one not to be treated lightly.

Specific mention is made in the report

the most flagrant evidences of the "im-proper alliance" between officials and faproper alliance" between officials and favorite contractors whose names are declared to appear with "startling regularity" upon the records of the Freeholders. The awarding of forty-five separate contracts totalling \$14,777.88 in the remodelling of the warden's cottage at Overbrook; the giving of thirty-one separate orders, all under \$500, for road work on the Overbrook grounds and numerous orders given in a similar manner to Joseph Lee for building fences along the county road are set forth.

With regard to the first charge, which on which he admitted that he took | Freeholders of their friends and strangers "in a lavish and extravagant man ner" at the county institutions, the in vestigators assert it was clearly sub-

> On the third charge, which had to do with the expenditures on the Overbrook Hospital warden's cottage without advertising for bids, the report asserts that this was typical of the methods em-ployed by the Freeholders generally. Comment also was made to show what was held to be the laxity of business methods pursued in this work. The Commissioners criticised the

fourth charges, relating to alterations nal negligence and found not guilty.

About this the report states:

"The situation thus created, the eviThe investigators placed the responsibility for the Overbrook freeze up to the after a hot fight.

noneys were advanced upon a contract prior to its being actually performed and of managers of the Verona tuberculosis and direct violation of its terms, and sanitarium, where the report says the dewroose failure to perform his contract seconding to its terms was largely responsible for the terrible conditions at Deerbrook during the winter of 1917-18." plained to the satisfaction of the investigators.

References the commissioners made to conspiracy and indictment grew out of the flagrant violations they found in the competitive bidding law by the free-holders. They charged that competitive bidding had become a dead letter in county affairs and the system inaugurated had the effect of setting up a ring of Lyons avenue, the Pompton turngrated had the effect of setting up a ring of Lyons avenue, the Pompton turngrated had the effect of setting up a ring of Lyons avenue, the Pompton turngrated had the effect of setting up a ring of Lyons avenue, the Pompton turngrated had the effect of setting up a ring of Lyons avenue, the Pompton turngrated had the effect of setting up a ring of Lyons avenue, the Pompton turngrated had the effect of setting up a ring of Lyons avenue, the Pompton turngrated had the effect of setting up a ring of Lyons avenue, the Pompton turngrated had the effect of setting up a ring of Lyons avenue, the Pompton turngrated had the effect of setting up a ring of Lyons avenue, the Pompton turngrated had the effect of setting up a ring of Lyons avenue, the paving of Lyons avenue, the paving of Lyons avenue, the paving of Lyons avenue, the lowest land to the investigators find that not only was completely a very land to the investigators find that not only was completely a very land to the investigators find that not only was completely a very land to the investigators find that not only was completely a very land to the investigators find that not only was completely a very land to the investigators find that not only was completely a very land to the investigators find that not only was completely a very land to the investigators find that not only was completely a very land to the satisfaction of the investigators find that not only was completely a very land to the investigators find that not only was completely a very land to the investigators find that not only was completely a very land the investigators find that not only was completely a very land to the investigators find that not only wa instances where like methods were purthis statute, the investigators said, were sued.

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foolish to act on the belief that we can retain your good will without always having the object in view, that it is your own individual interest which must be

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# A. F. OF L. TO STAND FIRM AGAINST REDS

Short Shrift to Be Given This Week to the Soviet

Wing.

ATLANTIC CITY, June 14 .- Organize labor's definite stand against inroads in this country by organized radicalism will be pronounced in the second week's ses sions of the convention of the American Federation of Labor, which begin Monday. On every hand it was made evident to-night that the majority of the delegates are entirely out of sympathy with those of Bolshevik tendency and that short shrift will be given to the radicals

Becific mention is made in the report of Frederio A. Reimer, county engineer, having shared the responsibility of the the coming sessions.

While the major portion of the delegates pulled up stakes to-day and started that he and "all persons who aided and the statutory enactment" are held to be equally culpable.

Instances are cited as having been Instances are cited as having been the most flagrant evidences of the "imresolutions remained here and put in a flay of hard work. Altogether the reso-lutions committee has 223 resolutions to mull over, and it is considered more than likely that considerably less than half that number ever will get consideration on the floor.

Apparently the speech of Becretary Apparently the speech of Becretary of Labor Wilson yesterday in which he warned the federation against being dragged behind the misguided actions of a few radicals has been taken to heart by a great many of the delegates. This was emphasized many times to-day in the delegates' declarations that by far the greater number of the radical resolutions will be killed or at least toned in the mark. While the officials in charge of the electric timing device last evening said they could not give the official times for distance below thirty miles until they checked off their papers to-day it was apparent that in addition to the fifty and thirty mile records De Palma established new marks at all distances above fifteen the greater number of the radical res-olutions will be killed or at least toned new marks at all distances above fifteen

own without mercy.

These delegator said they intended to make unmistakably clear to the radicals that the vast majority of working folk, men and women, in the United States are quite satisfied with their own form The Board of Freeholders permitted stantiated by a great amount of evidence of government and want none of the solution and his associates to receive from the Freeholders and other county positively that there is not one chance officials. in a million of any action being take that will give a particle of hope to the so-called Soviet wing.

One of the hottest debates is likely to

be precipitated over resolutions spring-ing from delegates representing various ing from delegates representing various record fide of De Falma in the first half of the country which call for repeal of the country which call for repeal of the espionage law. Next in popularity apparently are the resolutions which have to do with Government ownership and operation of the railroads, mile post and went away from them like that could hold it. Slowly but surely leaders on the second two, mile strike leaders on the second two, mile strike leaders on the second two mile strike of the course, but on the fifth mile of the course of the course, but on the fifth mile of the course of the course, but on the fifth mile of the course of the c erehip and operation of the railroads. There are many of these and at present it is considered likely that those that get to the door will be passed, but only

# ETTINGER DERIDES HYLAN'S "BARRAGE"

School Head Applauded by 600 Principals.

nt of the city public schools, was a guest at the dinner of the principals last night in the ballroom of the Hotel Astor and took occasion to tell the 600 mer and women present that "the verbal barrages which come very often from the renches near the bridge did not hurt nim, but rather amused him."

Earlier in the day Mayor Hylan had riven a letter to the newspapers in which he stated that Supt. Ettinger was not the man to look after the destines of the city schools. "Thank God, I am here on a quiet sector with you people to-night and out of the range of the ver-bal barrages that come from the trenches near the bridge." The men and women gave Dr. Ettinger proposed appleases. gave Dr. Ettinger prolonged applause when he was introduced by Miss Olive Jones, president of the association, who presided. He told a long story about a big Swede who had a wee wife whose temper made up for what she lacked in physical brawn. Dr. Ettinger credited the story to the late Mayor Gaynor, who recited it upon being asked why he did not have a come back at certain newspaper attacks. One day the big man was asked by a neighbor why he allowed his little wife to beat him and he replied that it amused her and did no harm to him.

"I have no sympathy with the man or Thave no sympathy with the man or woman in our school system who has two sets of principles." said Dr. Ettinger. "There are a few of them among us. They have one set of ideas for the class room and at night they go out and preach another kind which could never be in harmony with our American institutions and citizneship. It is up to you principals to get in touch with those teachers and impress upon them the fact that our system does not want them. that our system does not want them. I know that they are in the minority, but, nevertheless, they must be rooted

Other speakers included Dr. John H. Pinley, the Rev. James Cairns of Win-chester, England, Mrs. Archibald Shaw of the Hamilton Institute for Girls, Dr. Hugh S. Magill of the National Education Assocation and State Senator Bernard M. Downing.

## NOVELTIES PLANNED FOR BRITISH LOAN

Appeal to Be Made to Sense of Sportsmanship.

Special Wireless Despatch to Tun Sun Copyright, 1919; all rights reserved. LONDON, June 15.—The British Govlass so attractive through novelties and unusual features that the people will unusual features that the people will subscribe through a sense of sportsman-ship more than from any obligation to the country. More than a hundred nem-bers of Parliament have promised to speak in their districts explaining to the

Arrangements have been made for a rose festival and floral sete in Trafalgar Square the last week in June. The whole square will be a mass of flowers, tooths will be provided for selling bonds and notable persons from every walk in life will be invited to take part in the

sciling.

Decorated airships will fly over London and other cities dropping leatlets, and the seaside resorts are arranging loan pageants. A great personal hou to house canvass, similar to those made in America, is being organized and feam leaders are being appointed in local areas to supervise the work.

## SHELLS BOMBARD ABERDEEN.

Thirty Carloads From Overseas Blow Up at Proving Grounds.

Special Despatch to Tun Bus. AHERDEEN, Md., June 14.-Thousands of shells burst at the Government proving grounds to-night, and the employees
made a hasty exit. Officers say that so
for as they know no one has been hurt.
Reports from the proving grounds state
that more than thirty carloads of shells
brought from overseas exploded.
The concussion was terrific. One shell

The concussion was terrific. One shell went through an unoccupied house. Plaster on the walls and ceilings of a number of houses has been shaken dawn and hundreds of windows have been broken.

# DE PALMA WINNER IN 50 MILE RACE desperate drive down the long home-

Continued from First Page,

urgings of his Liberty motor as a thorurgings of his Liberty motor as a thoroughbred to the lashes of a jockey Ralph burned his way around the big bowl track in the fifty mile race at a clip that threatened to shake the gearings out of the following machines and shook the nerve and courage of his rival drivers till they were willing to bow before his speed mastery and allow the cream colored Packard to disappear like a phantom in the distance.

In the wild twenty-five times swoop of the two mile saucer for a total dis-

In the wild twenty-five times swoop of the two mile saucer for a total distance of fifty miles De Palma tray-elled at an average speed of 114½ miles an hour. He finshed across the finish line at the end of the dizzy dervish dance in the phenomenal time of 26:23:02. It slashed 341-10 seconds from the former world's board track record made by Louis Chevrolet over the same course September 22, 1917.

On his way to victory and the fifty mile figures De Palma sent many intermediate distance records soaring. Previously in the afternoon Mulford, in leading De Palma home in the thirty mile race, crossed the line in 18:20 3-5, shaving 10 3-5 seconds from the world's record De Palma set at the Sheepshead stadium August 17, 1918. At the thirty record De Palma set at the Sheepshead Stadium August 17, 1918. At the thirty mile post in the fifty mile race De Palma was clocked in the remarkable time of 15:53 3-5. It carved an even 27 seconds from the figures Mulford had established earlier in the afternoon and come again gave De Palma the world's mark.

White the officials in charge of the Reynolds.

De Palma and Mulford were not the only record wreckers of the day, for in driving his Deusenberg to victory in in driving his Deusenberg to victory in the fore and was breaking trail, with the opening ten mile speed burst Tommy the fore and was breaking trail, with De Palma's cream colored Packard hanging close up, shadowed by Boyer's which put De Palma's former ten mile Frontenac and Lewis's Meteor. There track record of 5:23 4-5, made on the was no change in the order as the lead-

afternoon, however, were dwarfed by the gine at the start and dropped out on the record ride of De Palma in the fifty mile first mile.

There was no change among the four

The first twenty-five miles of the fifty mile race will live long in the mem-ories of those who were fortunate enough to witness it. The army of fans that turned the gaunt gray stadium into a mass of life and color, flowed over into the track enclosure many ranks deep and even fought for vantage points on the beams and girders atop the tow-ering structure, were treated to a con-sumate display of driving skill and generaiship on the part of De Paima, who outjockeyed and outmanœuvred and finally outsped the field.

Before he overcame all opposition and shot out in front unchallenged at the twenty-five mile mark De Palma in turn had to pit speed and skill in desperate duels with Mulford and Boyer. Each of the famous pilots in turn fell before the driving wizardry of the master. De Palmie ter De Palma.

Nine Cars Start in Big Race

Nine cars answered Starter Fred Wagner's call to post in the big event. Those who lined up in double ranks across the track for the rolling start of one lap around the two mile saucer were De Palma in his Packard, Mulford

Reynolds.

The cars came down the straightaway in good alignment after the one lap jockeying burst and Wagner dropped the flag signailing the start. A wild "They're Off" roar from the stand told that the lag signailing the start of the stand told that the lag signailing the start of the stand told that the start of the stand told that the start of the stand told that the start of th that the big race was on.

When the nine daredevils swooped the first curve and straightened out for the

drive down the far stretch. Mulford's track record of 5:23 4-5, made on the same course, August 17, 1918, into the discard.

Frontenac and Lewis's Meteor. There was no change in the order as the lead turn at harrying the helmsman of the ers swung the second turn and came Packard. This time De Palma was not down the straightway at the completion content simply to the straight and th Race Crowded With Thrills.

All of the other thrilling feats of the eighth. Resta had trouble with his en-

treated to a thrilling duel for second place between Dave Lewis in his Meteor and Joe Boyer in his Frontenac, Laureis went to Lewis and the Meteor in the last desperate drive down the long homestretch.

For another swoop of the saucer De Palma was content to remain in third position fronted by Boyer and Mulford. But on the ninth mile Ralph, swooping down from high up on the bank on the far turn, shot through an opening and posed Boyer out of second bank on the far turn, shot through an opening and nosed Boyer out of second clinched. It only was a question of opening and nosed Boyer out of second clinched. It only was a question of opening and nosed Boyer out of second place between the pace-making position to the Packard, however, there was a linquished the pace-making position to the Packard, however, there was a thrilling duel for second place between Lewis in his Meteor and Boyer's Frontier of the Packard, however, there was a linquished the pace-making position to the Packard, however, there was a linquished the pace-making position to the Packard, however, there was a linquished the pace-making position to the Packard, however, there was a linquished the pace-making position to the Packard, however, there was a linquished the pace-making position to the Packard, however, there was a linquished the pace-making position to the Packard, however, there was a linquished the pace-making position to the Packard, however, there was a linquished the pace-making position to the Packard, however, there was a linquished the pace-making position to the Packard, however, there was a linquished the pace-making position to the packard, however, there was a linquished the pace-making position to the packard, however, there was a linquished the pace-making position to the packard, however, there was a linquished the packard, however, the linquished the packard, however, the linquished the packard has a linquished the linquished has a linquished the packard has a linquished has a linquished

On the tenth and eleventh miles Boyer several times made ineffectual attempts to wrest back second position from De Palma, but each time Raiph staved off the challenge and clung grimly on to the rear of Mulford's speeding Frontense, which still broke the wind for De Palma's Packard.

ucky thirteenth for the great Italian-American driver—that De Palma chose to make the strike. He delivered the coup on his favorite place on the track, the far turn. De Palma was above and on the outside of Mulford when the Frontenac driver started rounding the ourve. From his position atop the bank. De Palma suddenly swooped like a striking hawk down the embankment and jumped past the Frontenso before Mulford was aware of what was taking

For three circuits of the two mile saucer only a few feet separated De Palma's Packard and Mulford's Fronteraimae Packard and Mulford's Pronte-nac. In vain Mulford tried to catch the other Ralph napping, sneak past and regain the lead. Mulford tempo-rarily gave up, and on the twentieth mile Boyer wormed his why past Mul-ford and started giving battle to De

To many it looked as if Mulford's work in the first twenty miles was clever strategy to swear down De Palma and give Boyer in the other Frontenac a chance to catch De Palma worn and spent. If such a ruse was attempted, however, it failed to accomplish the desired results, for De Palma outduelled Boyer just as he had Mulford. For two laps Boyer in vain tried to

pry De Palma loose from the lead. Then content simply to stave off Fronte-nac's challenge and hold the lead. The Packard started singing a louder tune. The motor roared vehemently and the cream colored land flyer responded as if alive and fairly flew over the boards. There was nothing on the track that could hold it. Slowly but surely

dropped back and was passed by both loyer and Lewis. From the twenty-five mile post on the race was over as far as first place was concerned. Barring accident to driver or car the Packard had first laurels

First the Meteor and then the Fron-tenac would take command. The two see-sawed throughout the last twenty-five miles with second place ever in doubt till the drive down the home

doubt till the drive down the home stretch, when Lewis hurled his Meteor past the Frontenac and pulled down secnd prize money. De Palma's margin of victory over

De Palma's margin of victory over Lewis and Boyer was a full mlie and a half. All the other cars had been lapped or distanced. Milton quit on the twelfth mile and Mulford dropped out of the go-ing and left Boyer to uphold the honors for the Frontenacs on the twenty-ninth mile. Thomas and Hickey both were lapped before ten miles had been cov-ered.

### Milton Wins Ten Mile Event.

sarlier races, but all of them were ove the fifty mile event. Tommy Milton allowed De Palma to blaze the trail for one lap in the first of the ten mile races and then drove the Deusenberg, with which he won the recent Uniontown race, to the fore, never to be headed.

to the fore, never to be headed.

Milton took the lead on the third mile and successfully fought off the challenges of Mulford, who had whizzed past De Palma into second position. On the fifth mile Resta also passed De Palma. The last two laps of the saucer saw Milton, Mulford and Resta in a hot battle for first place. Milton flashed across the line in the record wrecking time of 5:20 1-5. Mulford and Resta, who finished second and third, also were under De Palma's former world's record of De Palma's former world's record of Mulford, with De Palma chasing him,

led all of the way in the thirty mile event with the exception of the first mile, when De Palma for a few seconds held command. Chevrolet retired with a burnt valve at three miles and Resta blew out spark plugs and quit at eight miles. Mulford's winning time, 16:20 3-5, stood as a record till De Palma later bettered it in the fifty mile race.

In place of the special invitation race for non-stock cars with amateur drivers the management staged another ten

mile race for the professionals. Early in the afternoon it was announced offi-cially that the advertised International Sweepstakes was off; that the races would be decided as separate contests, and that there would be no point com

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first ten mile brush, developed engine trouble, and the Deusenberg withdraw in the first half mile. Mulford covered the en miles in 5:24 1-5, four seconds slower than Milton's previous performance.

As usual the B. R. T. lines could no

stand the added burden of carrying the automobile race crowd in addition to handling the regular Saturday afternoon Brighton pectators reached the course via aut nobiles thousands of cars were parked nobles thousands of the bulk of the crowd came by trolley and elevated and suffered accordingly. All trains were packed to suffocation. The congestion after the races was so great that hundreds waited for hours before they could

Inside the grounds the big crowd was handled well. Police and usher arrangements were splendid. Other than three small fires, one in the upper tier of the grand stand, one on the track where splited gasolene ignited, and one in the grass of the track enclosure, no trouble or inconvenience of any sort was no-ticed. The three miniature blases were extinguished without trouble by the stadium's private fire fighting forces. No accident marred the running of

### THE SUMMARIES.

THE SUMMARTES.

Ten Mile, Race 1, Class E. Non-steek, 350 or Under Cubic Inches Displacement— Won by Tom Milton, Deusenberg, Ralph Mulford, Frontenac, escond; Dario Resta, Reeta Special, third (time, 5:20 1-5; new record); De Faims, Packard, fourth; Ray Howard, Peugeot, fifth; J. M. Reynoids, Frontenac, sixth; Jee Thomas, Mercer, esventh; Raiph Mulford, Frontenac, eighth ira Vall, Hudson, quit from engine trouble at six miles. Louis Chevrolet, Frontenac; Dave Lewis, Meteor, and Joseph Boyer, Jr., Frontenac, were acraiched. Thirty Mile, Class E. Non-stock, 300 or Under Cubic Inches Displacement—Won by Ralph Mulford, Frontenac; Ralph De Palms, Packard, second; Dave Lewis, Meteor, third (time, 16:20 2-5; nsw record); Joe Thomas, Mercer, fourth, Louis Chevrolet, Frontenac, quit at three miles because of burnt valve. Dario Resta, Resta Special, quit at eight miles because of bilds of blown out spark plugs. Ray Howard, Peugeot, quit at fifteen miles because of enjine trouble. Denny Hickey, Stickel, was distanced and dropped out at twenty-six miles. Tom Millon, Deusenberg, was making repairs and did not start. J. M. Reynoids, Frontenac, because of burnt bearings, did not start. Ira Vall, Hudson, and Joseph Boyer, Jr., Frontenac, were scratched.

Ten Miles, Race 2, Class E, Non-steck, 300 or Under Cubic Inches Displacement.—

and Joseph Boyer, Jr., Frontenac, wees scratched.

Ten Miles, Race 2. Class E. Non-steck, 500 or Under Cubic Inches Dispiacement—Won by Ralph Mulford, Frontenac: Joseph Boyer, Jr., Frontenac, second; Ralph De Paima, Packard, third; Dave Lewis, Meteor, fourth: Joe Thomas, Mercer, fifth. Time, 5:24 1-5. Tom Milton, Deusenberg, quit on first miles, engine trouble. Resta, Resta Special; L. Chevrolet, Frontenac; Hickey, Stickel; Raynoids, Frontenac; Hickey, Stickel; Raynoids, Frontenac; Vail, Hudson; Howard, Peugeot, were scratched.

Fifty Miles, Class E. Non-stock, 300 er Under Cubic Inches Displacement—Wen by Ralph De Palma, Packard; Dave Lewis, Meteor, second: Joseph Boyer, Jr., Frontenac, third. Time, 25:23 1-5; new record. Hickey, Stickel; Thomas, Mercer, distanced. Resta, Resta Special, quit on first mile, engine trouble; Milton, Deusenberg, quit on twelfth mile, engine trouble; Mulford, Frontenac, quit on thirtieth mile.

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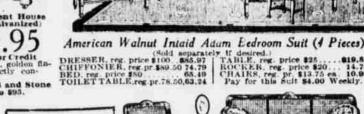
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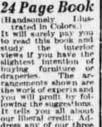
















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